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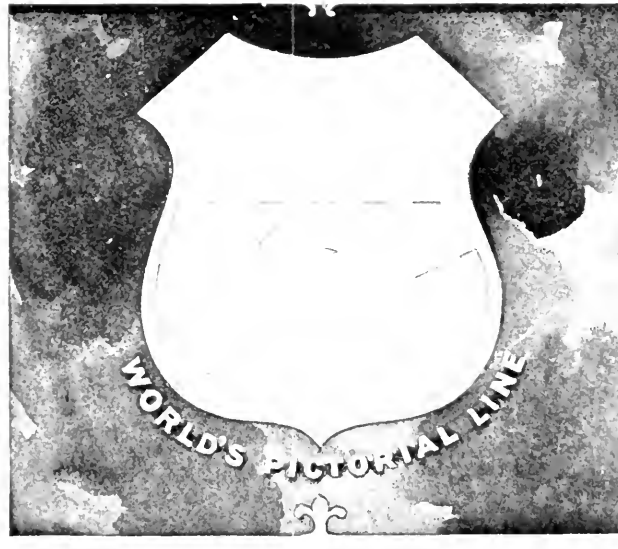
THE OVERLAND LIMITED



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OF

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VIA

Chicago & North-Western
Union Pacific and
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Railways

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PASSENGER DEPARTMENT UNION PACIFIC SYSTEM

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E. DICKINSON
General Manager

E. L. LOMAX
General Passenger and Ticket Agent

OMAHA, NEB.

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Best track in the West
is

"The Overland Limited"

Exceptionally fast time between
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EAST

and
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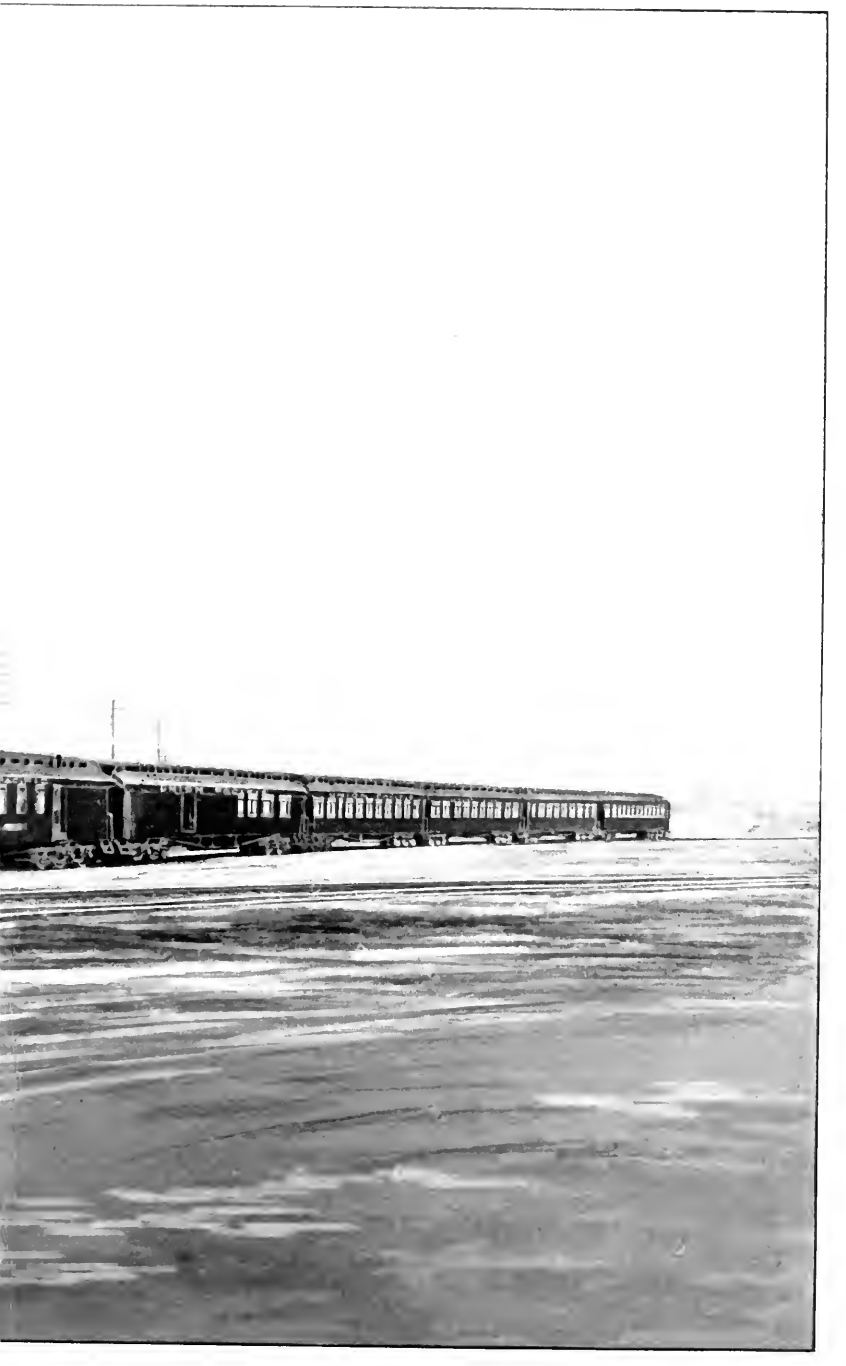
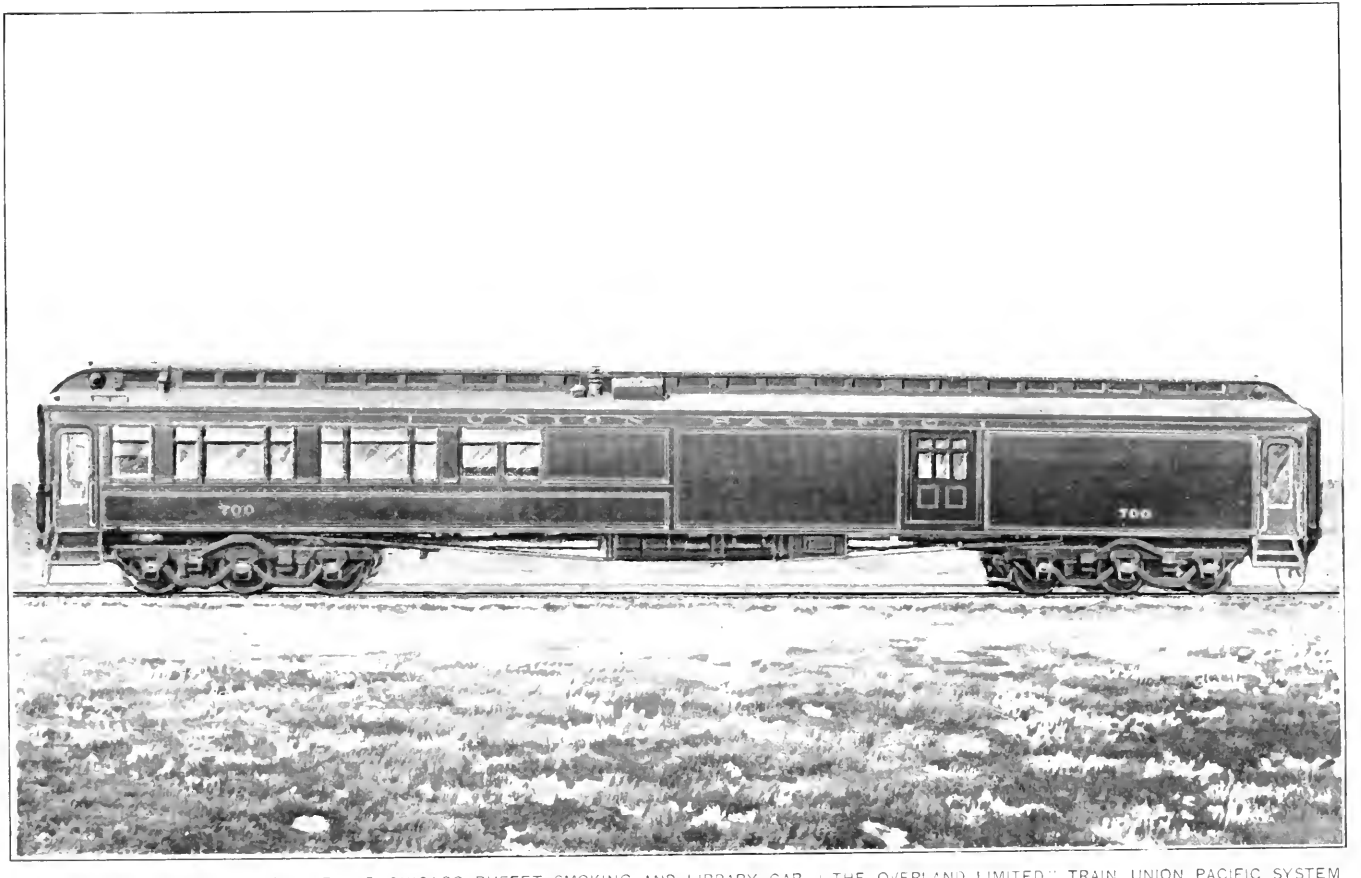


THE OVERLAND LIMITED ' TRAIN, UNION PACIFIC SYSTEM.

CROSSING THE MISSOURI RIVER.

Crossing the Missouri River from the Transfer Depot, Council Bluffs, over a magnificent steel bridge of eleven spans, 75 feet above the water, each span 250 feet long, resting upon immense stone piers, Omaha is reached, and the trip across the continent to either Portland or San Francisco commences. This metropolis of the West has 142,000 inhabitants. Leaving Omaha, the road follows the Platte River through the thickly-settled and fertile Platte Valley, and crosses mile after mile of level country, as impressive to those unfamiliar with such scenes as is the unbounded level of the ocean. Many of those who had crossed the plains, deserts and mountains to California in 1849-50 knew very well a railroad could not be built there, for "how could a locomotive ascend a mountain where six yoke of oxen could scarcely haul a wagon?" It must be remembered that the line of this road follows almost exactly the old emigrant wagon road, not only on the plains on the north side of the Platte River, through the State of Nebraska, but, in fact, all the way to Ogden, Utah.



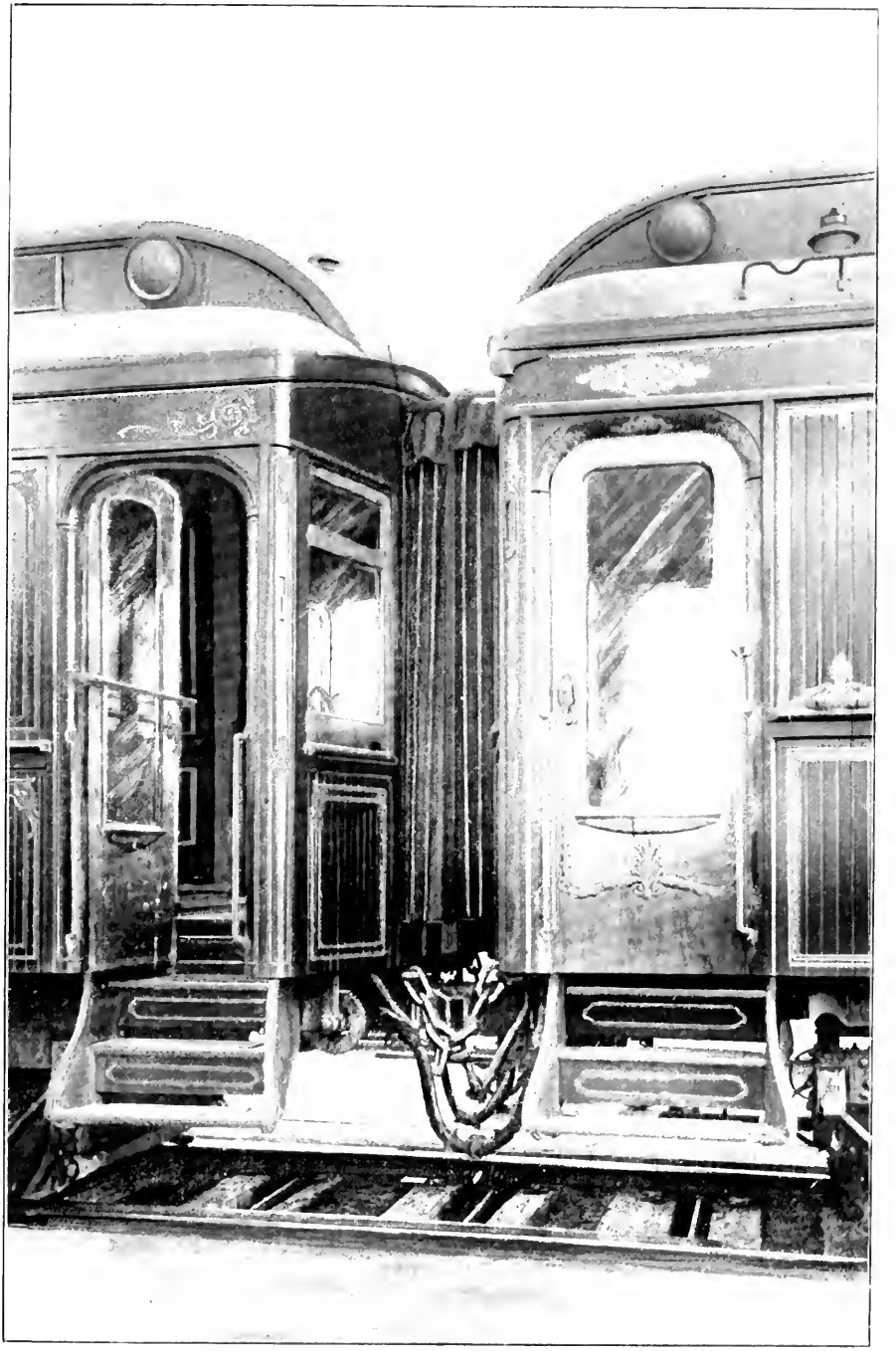
EXTERIOR VIEW OF THE SALT LAKE AND CHICAGO BUFFET SMOKING AND LIBRARY CAR, "THE OVERLAND LIMITED" TRAIN, UNION PACIFIC SYSTEM

CASTLE ROCK, UTAH.

The Castle is one of the most perfect of all those striking objects whose vast proportions show them to be the work of Nature alone, and yet whose symmetrical forms and adherence to architectural rules seem to stamp them as the works of man.

The cliffs, as we approach from the west, are high, barren and savage in form. In color also they change. Here they are almost a blood red color, while as we approach the head of the cañon they are of a yellowish gray, in some places even ashen. The slender stream creeping along beneath them is fringed with the hardy willow, and on every shelf, and up to the summits of the rocks, the dwarf cedars have obtained a footing; their russet foliage and dark spots of shadow giving a mottled appearance to the landscape.

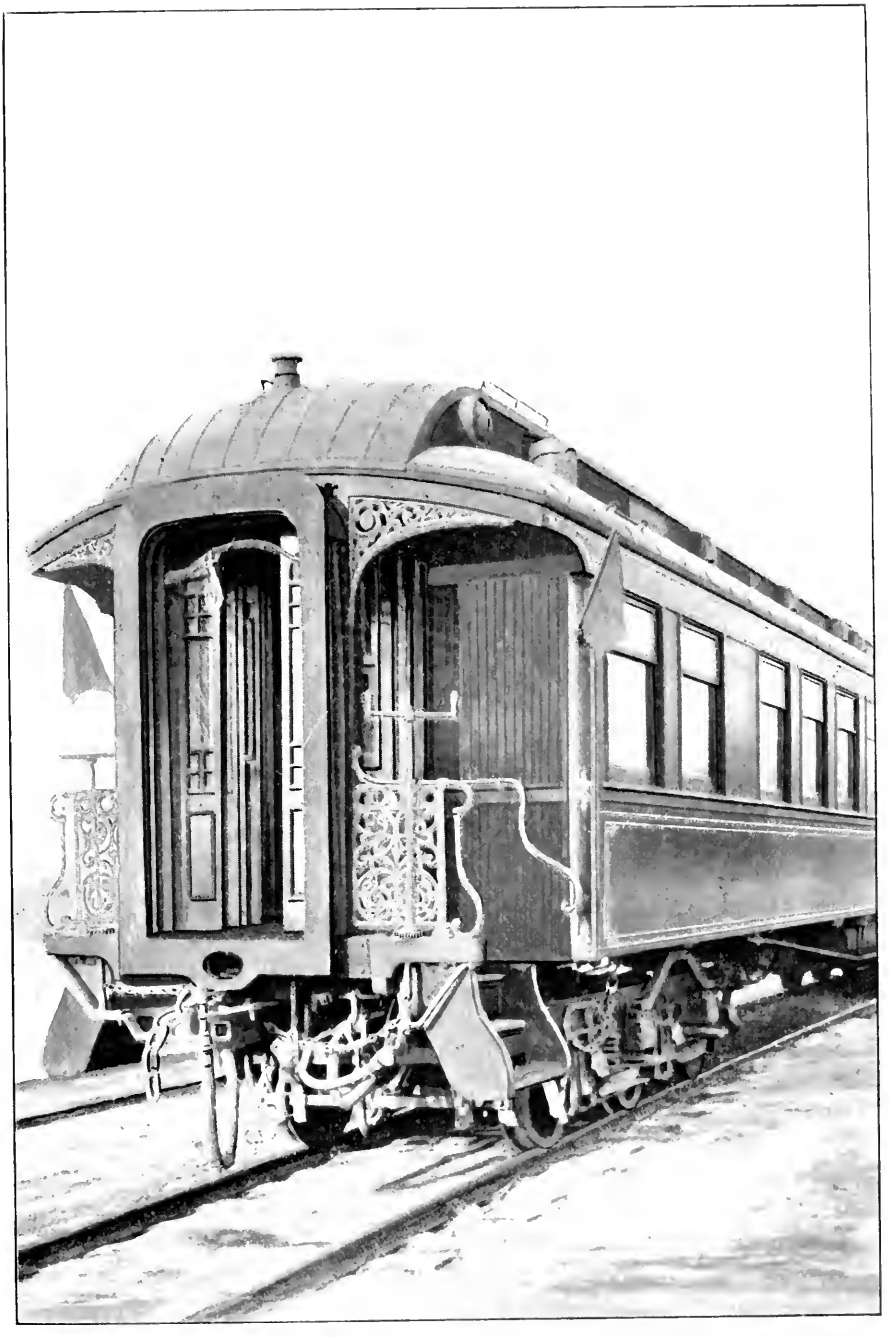
At one point we are whirled past a chaos of tumbled rock; the whole face of a lofty cliff has fallen at once, leaving the part yet standing of a fresh bright hue that it will take a thousand years of summer sunshine and winter frost to tone back into the general color of the surrounding heights. One can well imagine the roar, the volume of sound, that went rolling across the hills when fell that mass.



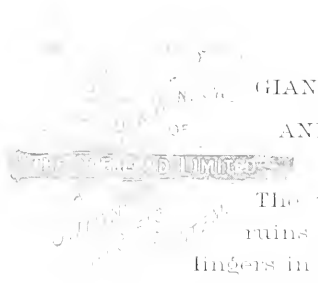
EXTERIOR VIEW OF THE BROAD VESTIBULED BUFFET SMOKING AND LIBRARY CAR AND THE CHICAGO AND SALT LAKE PULLMAN PALACE SLEEPING CAR, "THE OVERLAND LIMITED" TRAIN, UNION PACIFIC SYSTEM

HANGING ROCK, ECHO CAÑON.

From such a point of view as Hanging Rock, or the ridges above it, a much better idea of what one may term the tumultuousness of the surrounding country can be obtained than from the bed of the canon. The earth is split by a score of transverse ravines, which extend like blue veins from the main artery and mar the face of the country with shadow; isolated columns, positive and brilliant in color, stand alone in their chromatic glory, without a visible connection with the main rock from which they were originally detached; odd groups of conglomerate, much like inverted wineglasses in shape, and plainly banded with several strata of color, sprout like so many monstrous mushrooms; and clasping all within their basin are the circling mountains of the Wahsatch and Uintah Ranges—silvered with perpetual snow on their acute summits, and beautifully blue where covered with pines. These two chains are among the most picturesque of all the Western mountains. They fairly bristle with peaks and lateral ranges, and they soar from the plain at a bound, so to speak, without the concealment and dwarfing effect of foothills.

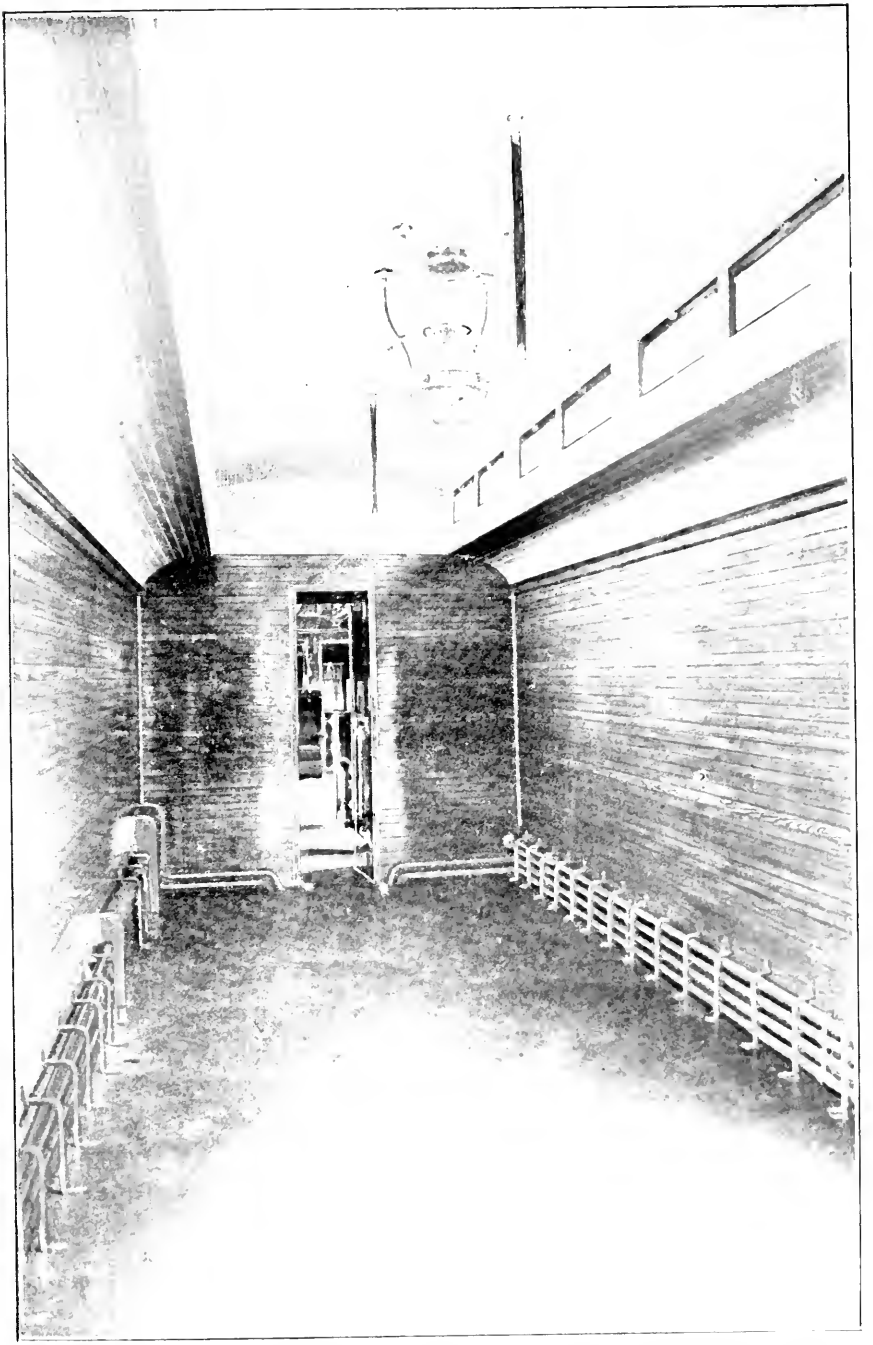


EXTERIOR VIEW OF REAR END OF THE RECLINING CHAIR CAR "THE OVERLAND LIMITED" TRAIN, UNION PACIFIC SYSTEM.



GIANT'S TEA POT, GREAT EASTERN AND STEAMBOAT ROCKS, UTAH.

The traveler, as he stands by the ruins of the temples of the Nile or lingers in the caves of Elephantis, feels crushed beneath the weight of years that have passed since their making. What then must he feel as he looks on those towering walls, those mighty carvings—old ere the walls of Karnac were new, or the language of the Egyptians framed—gigantic monoliths, and inspiring masonry rising in tiers from one to a hundred feet in thickness, and hanging at a dizzy altitude in the blue sky above his head.



INTERIOR VIEW OF THE BAGGAGE COMPARTMENT OF THE SALT LAKE AND CHICAGO BUFFET SMOKING AND LIBRARY CAR "THE OVERLAND LIMITED" TRAIN UNION PACIFIC SYSTEM

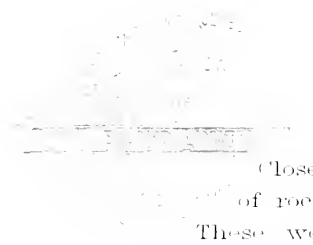
PULPIT ROCK, UTAH.

Whirling past castle, cathedral, towering column and rugged battlement, passing lateral cañons which cut the walls from crest to base in awful chasms, shooting over bridges and flying past and under the overhanging walls, and finally round the cañon wall to the northward, within three short spans length of the noted Pulpit Rock, which is famous the world over. This is so called both from its shape and from the supposition that Brigham Young preached from it his first sermon in Utah, addressed to the pioneers then on their way to Salt Lake Valley in 1847.

INTERIOR VIEW OF THE FORWARD END OF THE CHICAGO AND SALT LAKE OFFICE SMOKING AND LIBRARY CAR — THE OVERLAND LIMITED TRAIN, UNION PACIFIC SYSTEM

WEBER CAÑON, UTAH.

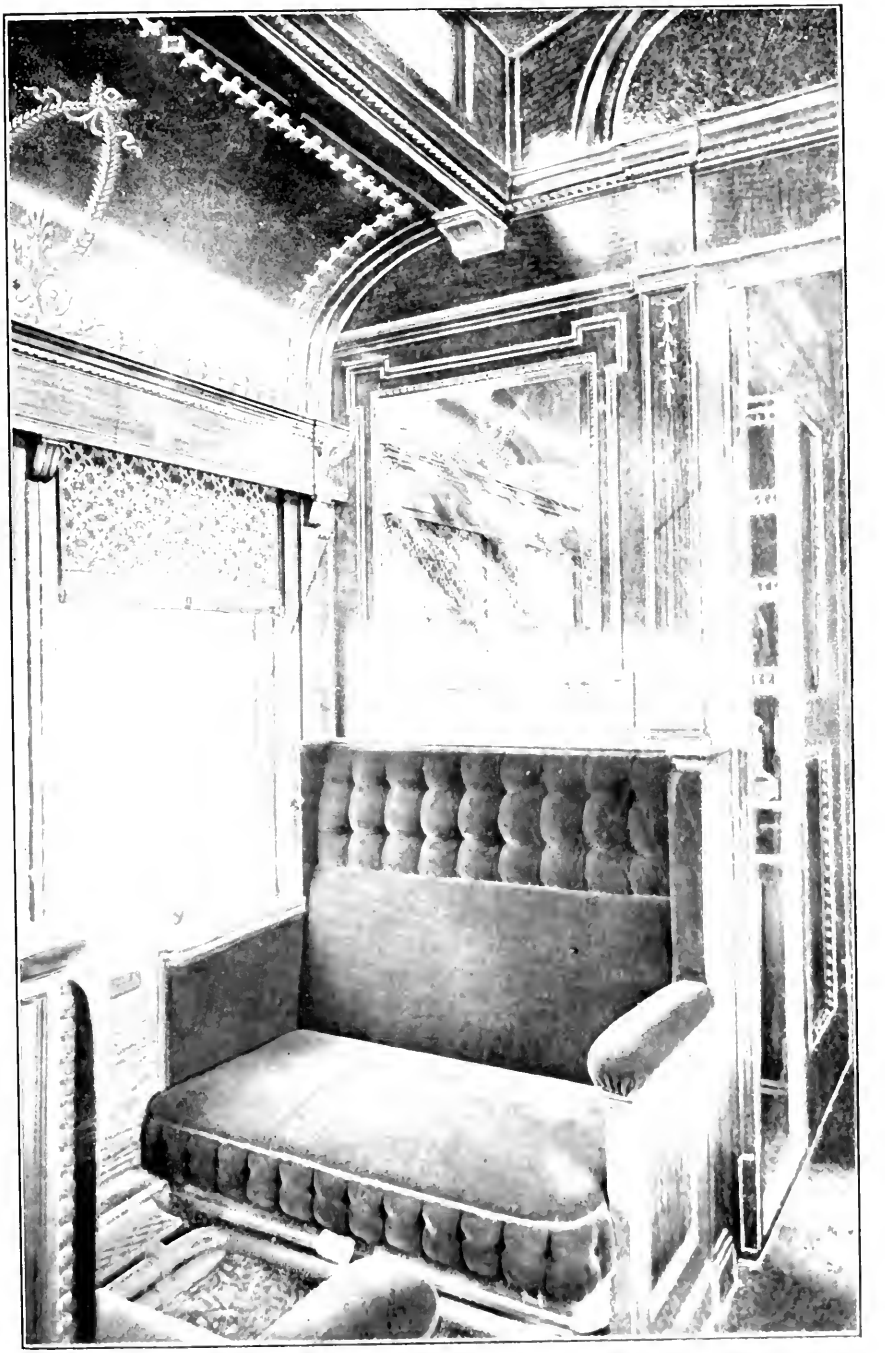
And then we enter the cañon. "As on the Rhine," says an eloquent writer, "the long stretch of the river from Mainz to Cologne has been for years, by acknowledgment, the 'River,' so that portion of the Union Pacific Railway that lies between Wahsatch and Ogden, in this northern part of Utah, will some day be that part of the journey across the centre of the continent which will be especially regarded by the tourist as necessary to be seen beyond all others. Long after the Pacific journey is as hackneyed to Europeans and Americans as the Rhine tour is now, this part will keep its freshness among the most marked scenes of the journey. It is a place which cities and settlements cannot destroy."



THE WITCH ROCKS, UTAH.

Close to Echo are the curious group of rocks called "The Witch Rocks." These were first sketched by one Frederick Piercy, an English artist, who, in the first days of Mormon emigration, was employed by that church to illustrate "The Route." As he humorously admits, after stating that he named the group as a compliment to the ladies, it is doubtful, after all, if the fair sex will accept as a compliment the naming of such an odd assemblage in their honor.

"While these curious erosions are still in mind, we are inclined to repeat what we have said elsewhere as to the unsatisfactory enjoyment which the phenomenal in Nature affords. We know that mere curiosity will attract the multitude, when a thing of beauty is passed by unnoticed; and people who could gaze on the enpurpled peaks of the Wasatch, or on one of the teriffic cliffs of Echo, without a touch of feeling, will go into ecstasies in the contemplation of a bizarre rock with a strange likeness to some familiar object."



INTERIOR VIEW OF SECTION IN THE SALT LAKE AND CHICAGO BUFFET, SMOKING AND LIBRARY CAR, THE OVERLAND LIMITED TRAIN, UNION PACIFIC SYSTEM

THE DEVIL'S SLIDE

AND 1,000 MILE TREE, UTAH.

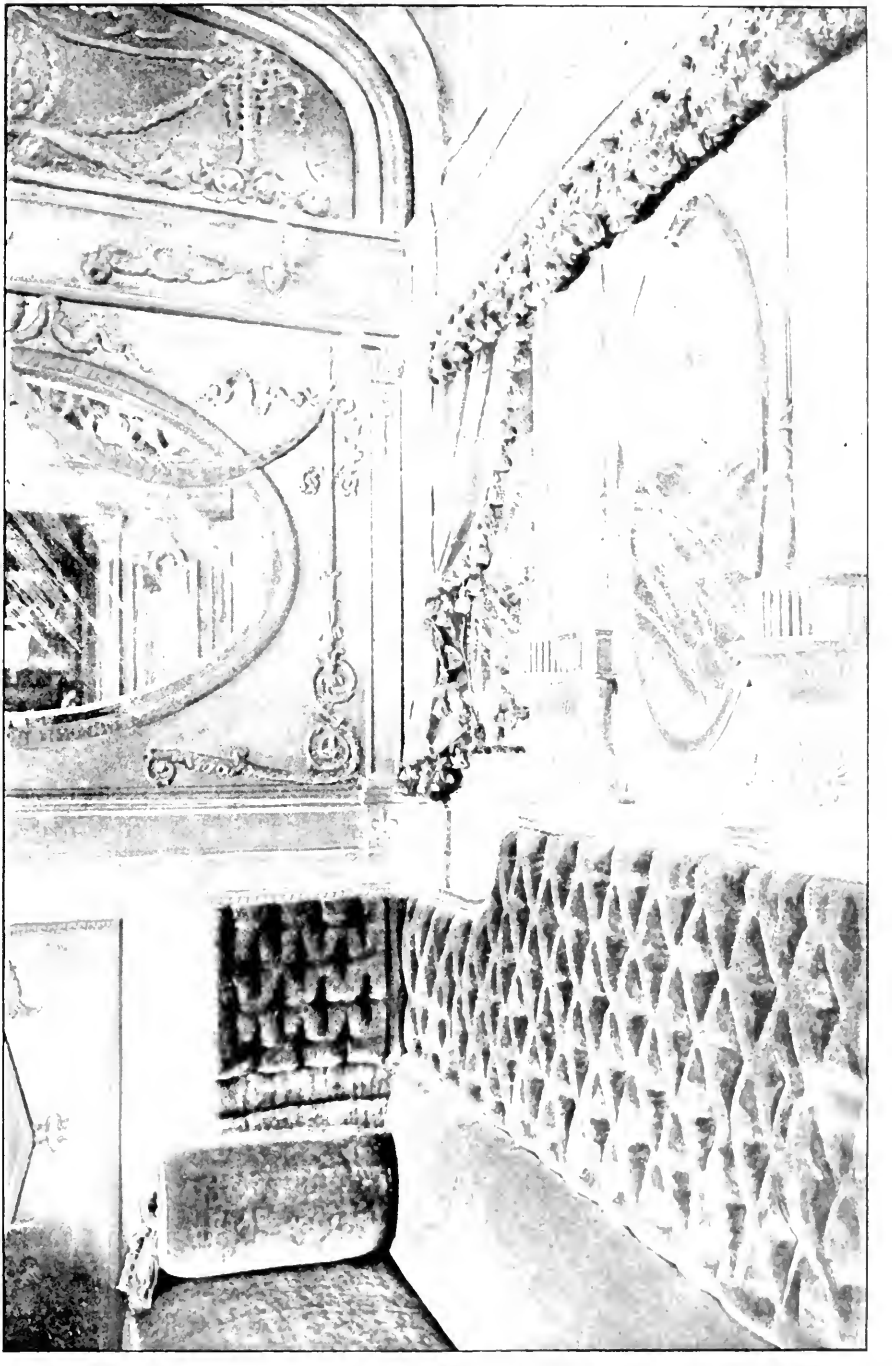
The Devil's Slide, the most wonderful of all natural curiosities, about which so much has been talked and written, is world-famous. It has been sketched and painted and photographed times without end; and truly it is a singular formation. It has been declared to be without grandeur, and this is true; it has no pretensions in this line, but its singularity makes it so conspicuous. Throughout the entire country, although there are a number of similar formations, there is nothing at all approaching it in fantastic appearance. The hill, or rather mountain, from whose side the walls project, is composed almost entirely of a dark red sandstone, while the material of the "Slide" itself is a whitish sandstone.

Another object that is invariably looked for with interest is the lone 1,000 Mile Tree, which by a singular chance, marks the one-thousandth mile from Omaha. The tree stands immediately along side the track on the right hand as we are going east; and a sign board swinging from one of the lower limbs tells its legend to all passers by.

INTERIOR VIEW OF THE REAR END OF THE CHICAGO AND SALT LAKE BUFFET SMOKING AND LIBRARY CAR, THE OVERLAND LIMITED TRAIN, UNION PACIFIC SYSTEM.

TUNNELS
NUMBERS 3 AND 4,
UTAH.

A short distance from Croyden are Tunnels Nos. 3 and 4, among some of the highest, most vertical walls of the cañon. The river here swerves from side to side; one moment we see it dashing along by our side, at another it shoots away at right angles from our path to double some projecting bastion of the great rugged mountains. Here its waves are flowing away from us, and now they come forward, white and loud voiced, to shoot beneath our feet, as we in turn dash out on one of the many bridges that cross the stream. The whistle is ever sounding, for the dusty road of the settler and the path of the iron steed cross and recross each other constantly.

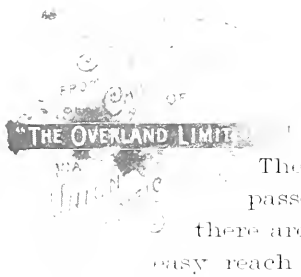


INTERIOR VIEW OF ONE OF THE DRAWING ROOMS IN THE CHICAGO AND SAN FRANCISCO
PULLMAN PALACE SLEEPING CAR "THE OVERLAND LIMITED" TRAIN
UNION PACIFIC SYSTEM

THE DEVIL'S GATE, UTAH.

As may be inferred from the name, it is a gateway, a passage riven through the mountain. The river comes roaring through the open space, bringing with it a wind that never ceases. The train does not pass through the gate, but crosses a trestle bridge directly in front, and thus we see the place better than if the train passed through. To get the strongest impression of the scene we should view its gloomy surroundings under the effect produced by a stormy sky; but it is always impressive, though more so when the storm-clouds come dashing across the opening above, and are caught and are torn to pieces on the sharp crags of the mountain tops.

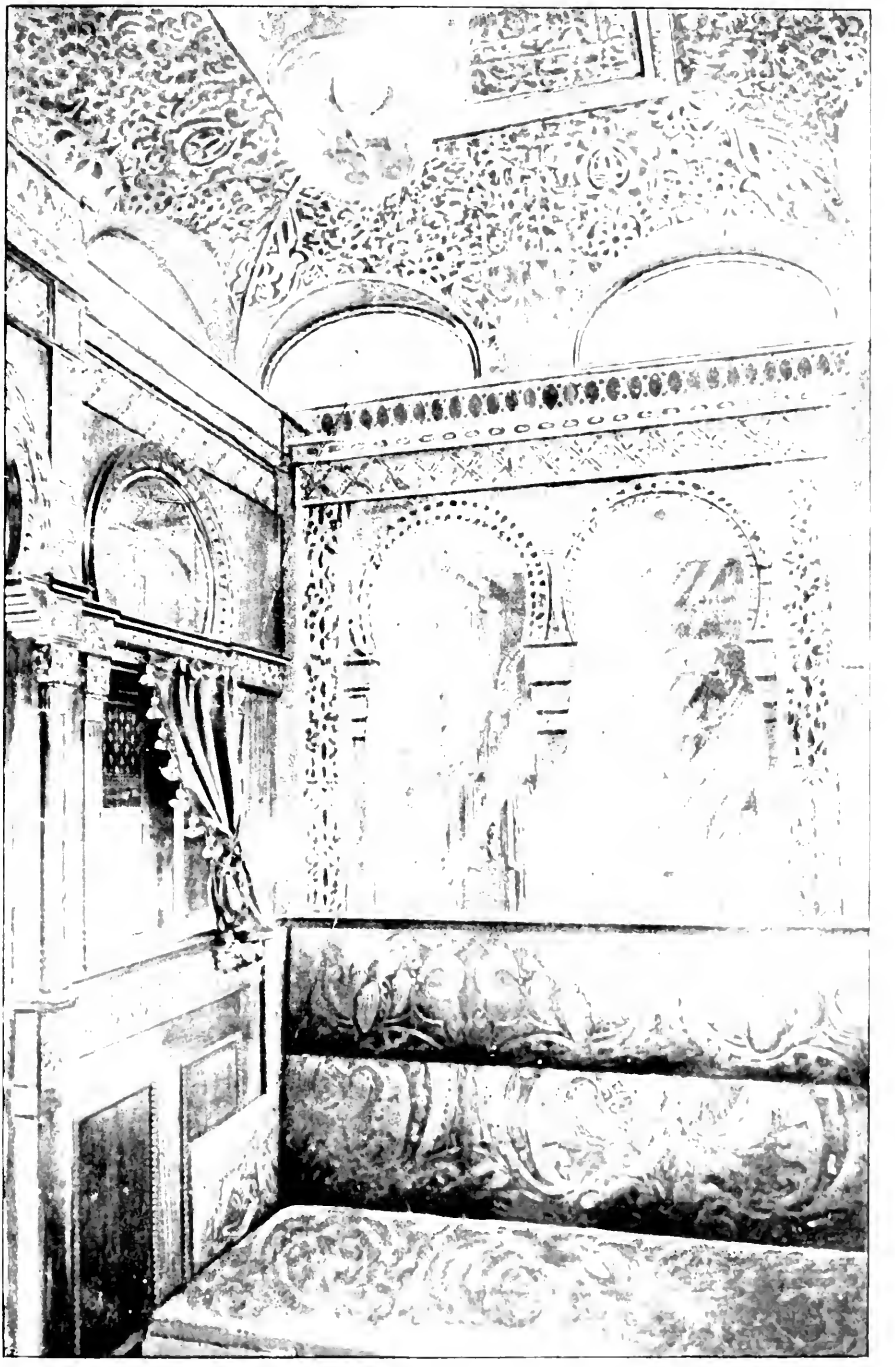
INTERIOR VIEW OF THE DOUBLE DRAWING ROOM PULLMAN PALACE OBSERVATION CAR BETWEEN SAN FRANCISCO AND CHICAGO ON THE OVERLAND LIMITED TRAIN OF THE UNION PACIFIC SYSTEM



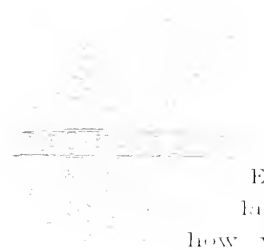
THE WASATCH MOUNTAINS,

UTAH.

The Wasatch Mountains are unsurpassed in magnificent cañons, and there are a dozen of the grandest within easy reach of Salt Lake City; not one of these but invites the tourist to spend days, weeks or months of healthful pleasure among their wild recesses, to fish, to hunt, to scale the peaks and ridges, or to gather wild flowers by the sides of mossy springs, beneath the shadows of umbrageous pines. Even to those whose eyes behold the mountains all the year round, their great passes with their stupendous walls of naked rocks, their charming glens, their groves of pine and aspen, their nooks and corners of sylvan solitude, offer irresistible attractions, so that every summer sees half the city populace leaving dull care behind to go to the mountains to enjoy the delicious coolness of the days and nights.



INTERIOR VIEW OF THE LAVATORY FOR GENTLEMEN IN THE DOUBLE DRAWING ROOM PULLMAN PALACE SLEEPING CAR BETWEEN CHICAGO AND SAN FRANCISCO ON THE OVERLAND LIMITED TRAIN UNION PACIFIC SYSTEM.



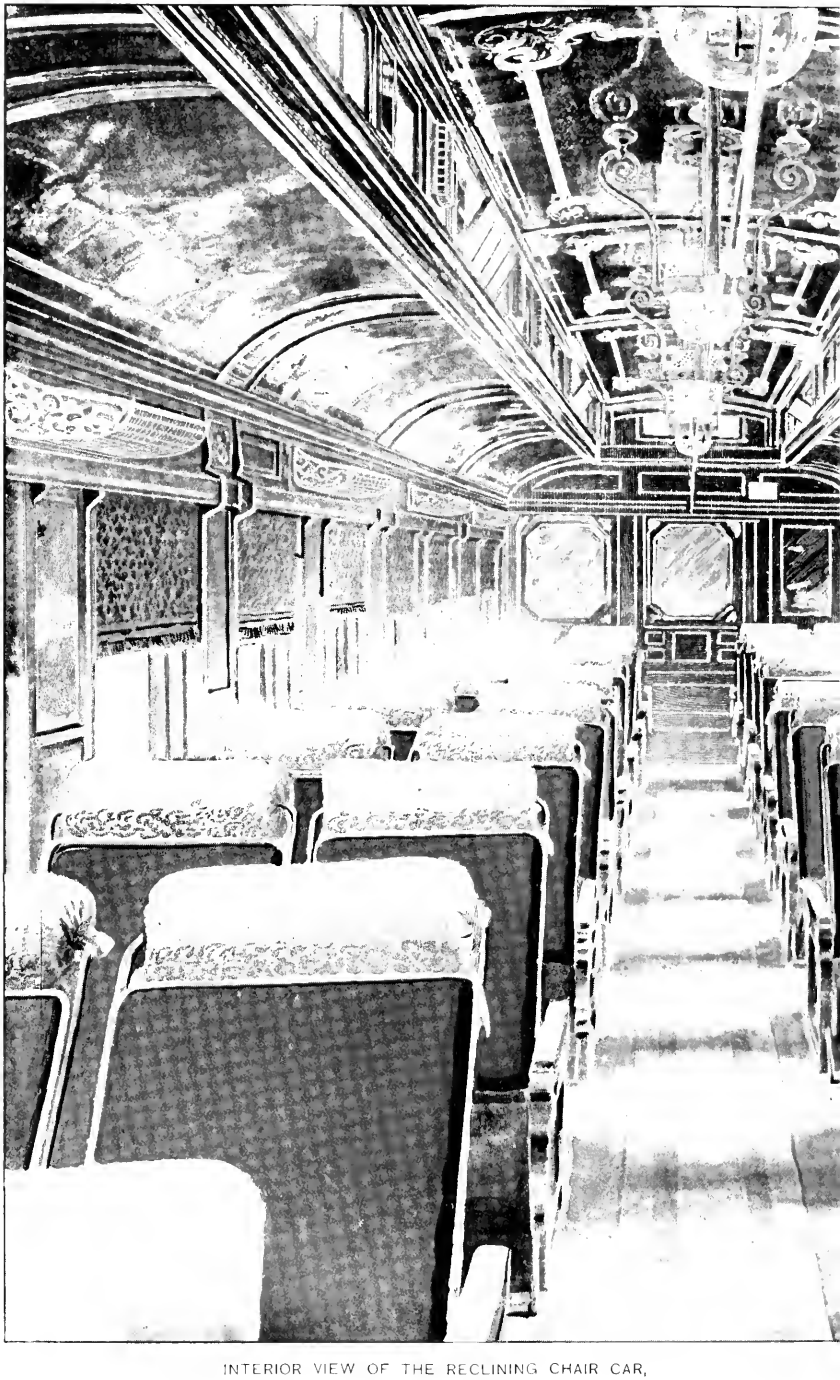
GREAT SALT LAKE, UTAH.

Ernest Ingersoll has written of the lake: "I think few persons realize how wonderfully, strangely beautiful this inland sea is;" and Phil Robinson, that restless traveler, has said of its sunsets: "Where have I not seen sunsets, by land and sea, in Asia, Africa, Europe and America, and where can I say I have ever seen more wondrous coloring, more electrifying effects than in the sunset on the Great Salt Lake of Utah." This within thirty minutes' ride. And again, in a few hours—half the time it can be done from any other city—we can be among scenery and sensations the very opposite; be among the solitudes of rugged mountains, stand by the side of snow-fed torrents or granite-locked lakes, or rest at ease on flower-bespangled grass under the shadow of sighing pines.

PROMONTORY POINT, UTAH

The traveler over the Union Pacific Railroad sees very few things aside from the physical features and general topography of the country through which it passes to remind him of the scenes which presented themselves to the view of those who composed the first excursion party over the completed road, and who witnessed, on May 10th, 1869, at Promontory Point, Utah, the formal ceremony of driving the last spike. Nothing now marks the spot where this ceremony took place, and even the small station known as Promontory is at some distance from the point where the connection between the two trans-continental roads was originally made. The whole aspect of the country, from the Missouri River to Salt Lake, has marvelously changed. Where there were then only tents, there are now well built, substantial and prosperous towns, and instead of the great desert wastes, supposed to be beyond reach of cultivation, one may now see an almost unbroken stretch of corn fields and cultivated lands.

Sidney Dillon, in Scribner's Magazine, August, 1873.



INTERIOR VIEW OF THE RECLINING CHAIR CAR,

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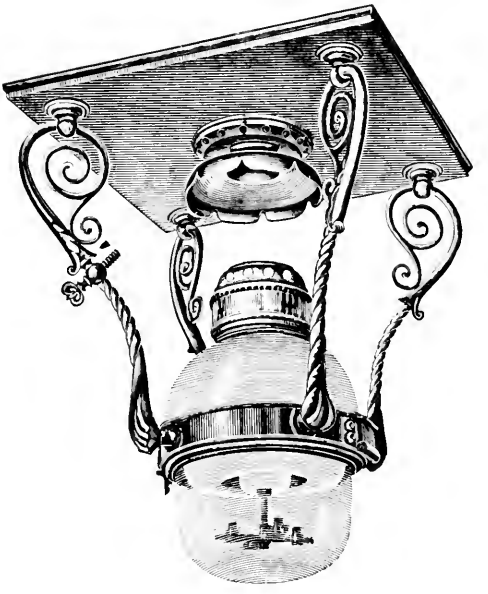

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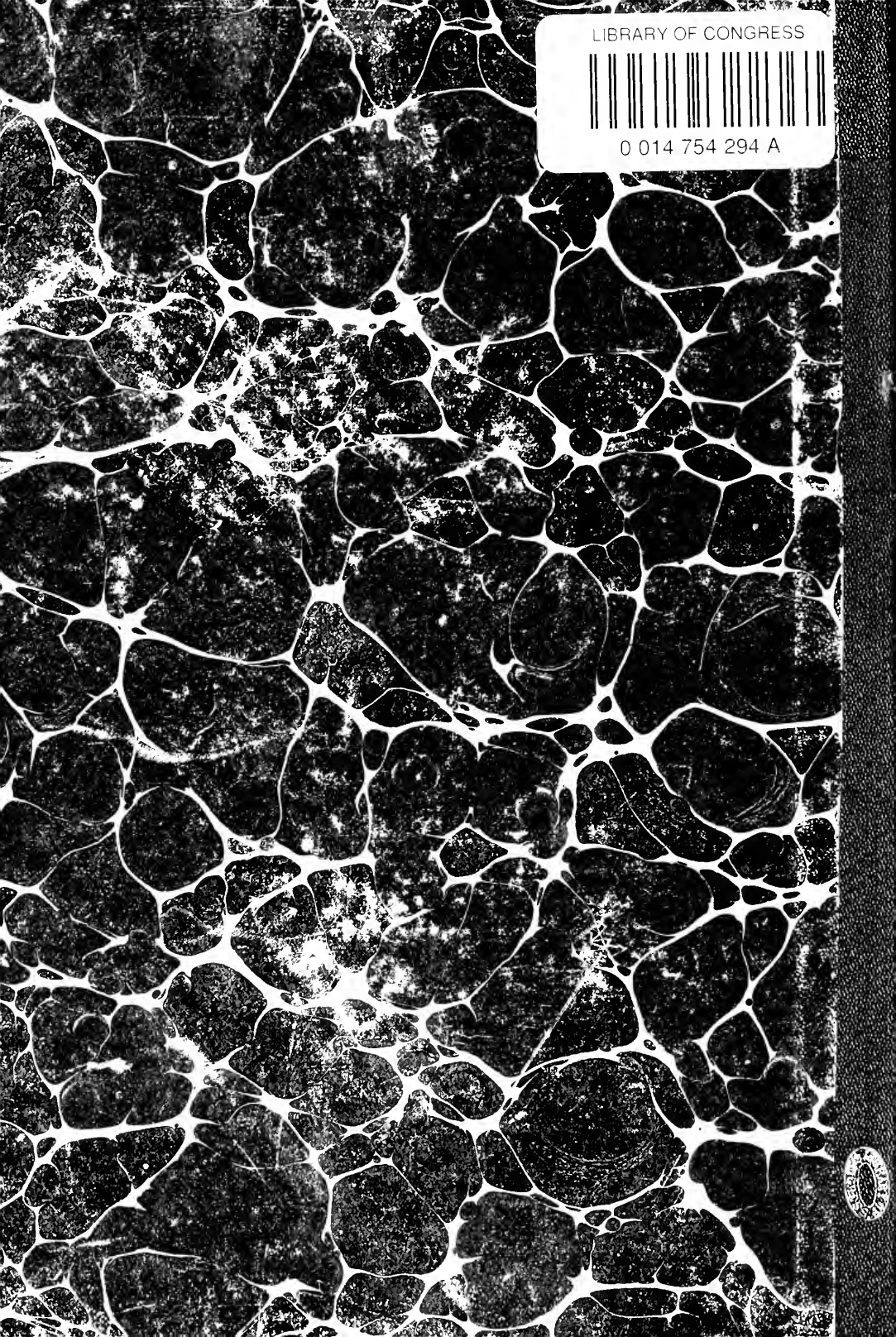
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